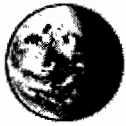


EI-1685



"Sheng, Janie C. I."  
<jsheng@klnq.com>  
09/21/2005 03:08 PM

To <Catherine.Glidden@stb.dot.gov>  
cc  
bcc  
Subject AB-874X

History: This message has been replied to.

Catherine:

As we discussed, attached is the consultant's report regarding AB-874X. The SHPO has already received a copy of this report.

<<West Sacramento clksburg rr sec 106 (final).pdf>>

Regards,

Janie

**Janie Sheng**

Kirkpatrick & Lockhart Nicholson Graham LLP  
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sender, West Sacramento clksburg rr sec 106 (final).pdf

**Section 106 Assessment for the  
City of West Sacramento's Agreement to Acquire  
the Sierra Northern Railroad  
"Clarksburg Branch" Right-of-Way**

*Prepared for:*

City of West Sacramento  
1110 West Capitol Avenue  
West Sacramento, CA 95691  
Contact: David Shpak  
916/371-0845

*Prepared by:*

Jones & Stokes  
2600 V Street  
Sacramento, CA 95818-1914  
Contact: Mark Bowen  
916/737-3000

September 2005

This document should be cited as:

Jones & Stokes. 2005. *Section 106 Assessment for the City of West Sacramento Agreement to Acquire the Sierra Northern Railroad "Clarksburg Branch" Right-of-Way*. September. (J&S 05493.05.) Sacramento, CA. Prepared for City of West Sacramento, West Sacramento, CA.

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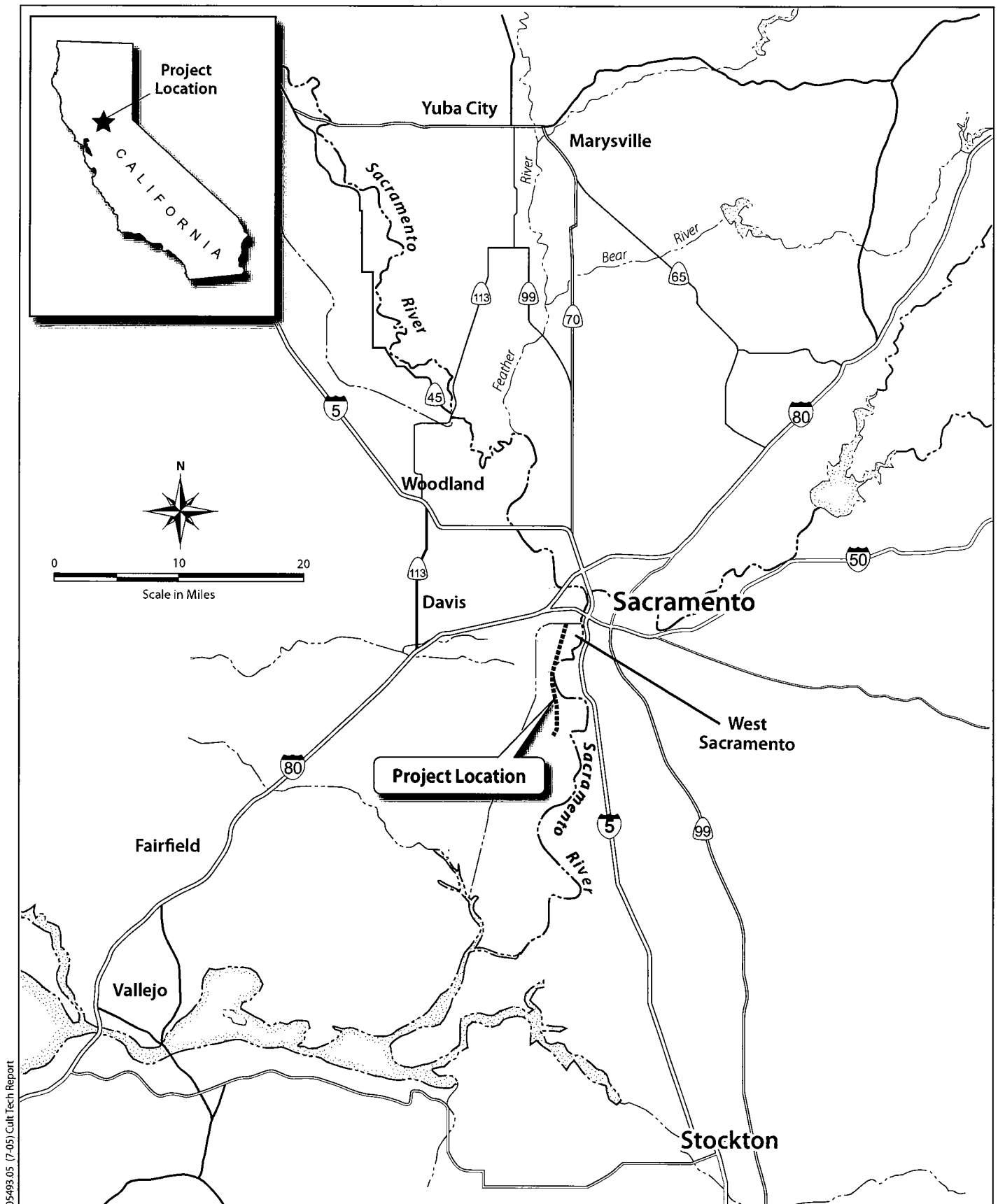
## PROJECT DESCRIPTION

The City of West Sacramento (City) has entered into an agreement to acquire approximately 17.7 kilometers (km) (11 miles) of the railroad corridor right-of-way of the Clarksburg Branch, which is currently owned by the Sierra Northern Railway Company (Sierra Northern) and was previously owned by the Yolo Shortline Railroad. The corridor is generally located between the Sacramento River Deep Water Ship Channel (DWSC) on the west and the Sacramento River on the east. The 17.7 km (11 mile) segment to be acquired consists of 16 km (10 miles) of right-of-way extending south from South River Road (at the intersection with Jefferson Boulevard) to Pumphouse Road, and a 1.6 km (1-mile) trail easement south of Pumphouse Road. The right-of-way alignment varies in width from about 30.5 to 36.6 meters (m) (100 to 120 feet). The legal description of the acquired alignment is included within an unsectioned area of Township 8 North, Range 4 East Mount Diablo Baseline and Meridian and Sections 5, 8, 9, 16, 21, and 28 of Township 7 North, Range 4 East Mount Diablo Baseline and Meridian (Figures 1 and 2).

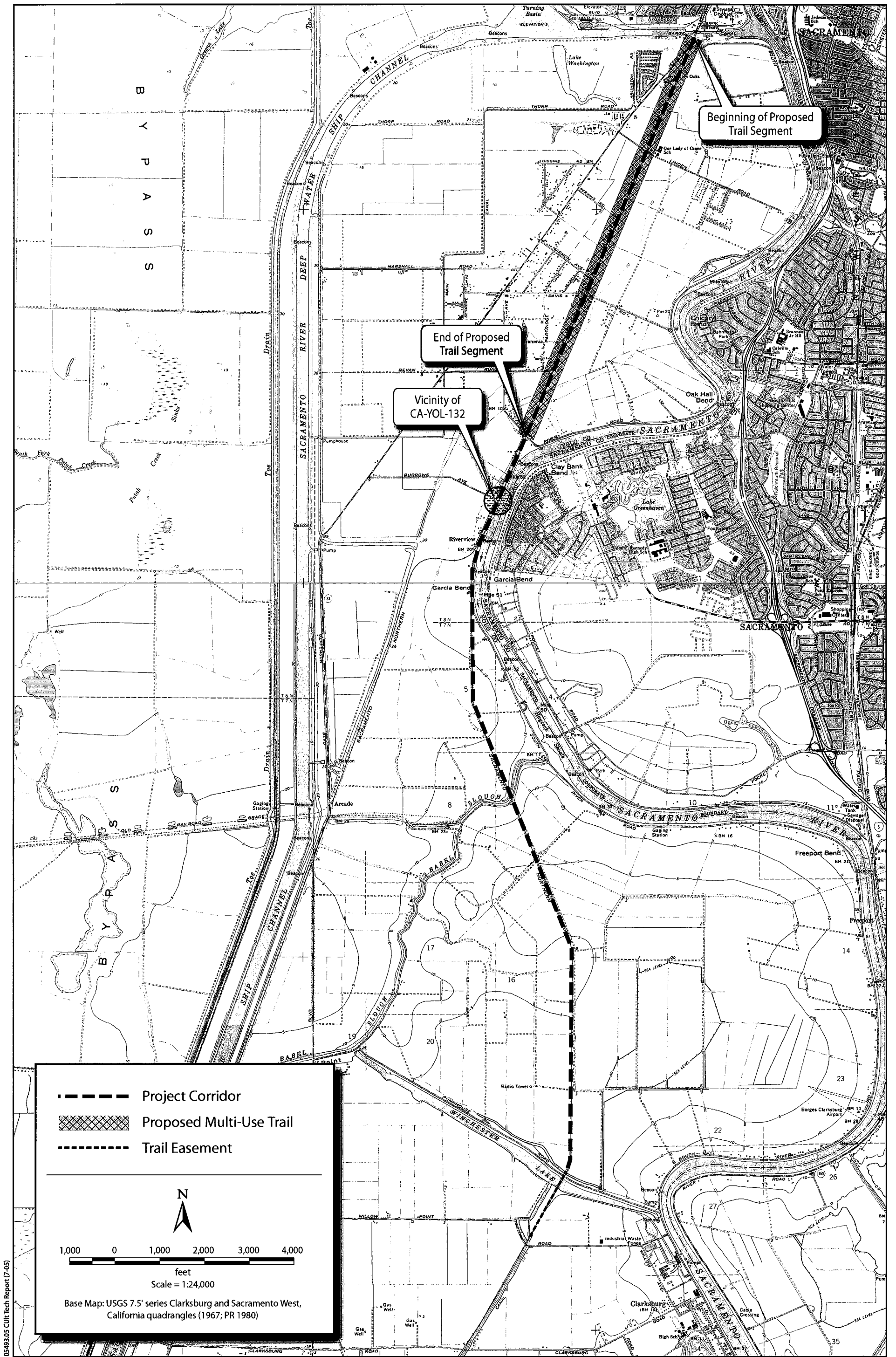
This project is part of the eventual development of a multi-use trail system based on the “rails-to-trails” concept. Under the project, the City would acquire 17.7 km (11 miles) of railroad alignment and would convert the northernmost 5.2 km (3.23 miles) of the alignment to a multi-use trail facility. This converted segment would extend from South River Road (where it intersects with Jefferson Boulevard) southward to the point of the railroad’s meeting with South River Road near Gregory Avenue. The conversion to a trail could involve physical disturbance to surface and subsurface areas in part of the corridor because of removal of existing rails and ties and because of paving or landscaping of the new trail. The remainder of the corridor (or approximately 12.5 km (7.75 miles)) would be inactivated, or “banked.” The City would be responsible for all liability for the property’s management, taxes, and legal responsibilities. All rails and ties would be removed in the banked segment, but the segment would not be subject to further ground disturbance. Because of this ground disturbance, the acquisition has the potential to affect any cultural resources that may lie within the proposed project’s area of potential effect (APE), which consists of the entire 17.7 km (11-mile) segment, as shown in Figure 2.

## PROJECT BACKGROUND

The Surface Transportation Board (STB) has determined that the acquisition is a federal undertaking and has formally initiated consultation with the California Office of Historic Preservation (OHP). As part of the consultation process, the STB (through the City) submitted the February 2004 archaeological survey report produced by Jensen (2004). In correspondence dated May 3, 2005, the OHP indicated to the STB that previously conducted analysis did not specifically meet the requirements of National Historic Preservation Act (NHPA) Section 106 and 36 Code of Federal Regulations (CFR) 800.4(b)(1).



**Figure 1**  
**Regional Vicinity**



05493.05 CLK Tech Report (7-05)

This report has been prepared to comply with the aforementioned standards for the acquisition and to determine whether it will have the potential to cause effects on historic properties under federal guidelines and criteria listed below. This report supplements Jensen 2004 to address specific comments issued by the OHP in a letter dated May 3, 2005, regarding the proposed project. This report addresses the resources identified within the May 3, 2005, letter and provides recommendations for significance determinations and management of those resources.

## **FEDERAL CRITERIA**

For federal undertakings, cultural resource significance is evaluated in terms of eligibility for listing in the National Register of Historic Places (NRHP). Specific NRHP significance criteria are applied to evaluate cultural resources and are defined in 36 CFR 60.4 as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history.

Significant impacts can occur when prehistoric or historic archeological sites, structures, or objects listed or eligible for listing in the NRHP are subjected to any of the following effects:

- physical destruction of or damage to all or part of the property;
- alteration of the property;
- removal of the property from its historic location;
- change in the character of the property's use or the physical features within the property's setting that contribute to its historic significance;



- introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- neglect of the property that causes its deterioration; and
- transfer, lease, or sale of the property.

## **RESOURCES IDENTIFIED, SIGNIFICANCE ASSESSMENT, AND EFFECTS ANALYSIS**

The following section is a description of the cultural resources identified by OHP (based upon the 2004 Jensen report) for further analysis regarding the proposed project's potential to cause adverse effects. Each group of resources are described and followed by a discussion regarding their potential to meet federal significance criteria (See Appendix A). When appropriate, a brief discussion is included to summarize the project's potential to adversely affect resources which appear to meet federal significance criteria. Jones & Stokes has provided descriptions and analysis of one archaeological site, three earthen ditches, four residential structures, potential unanticipated discoveries, and Native American correspondence as they relate to the proposed project.

### **Archaeological Site CA-Yol-132**

Archaeological site CA-Yol-132, which is plotted in the vicinity of the South River Road/Burrows Road intersection, has been the subject of several cultural resource investigations. Initially recorded in 1974, CA-Yol-132 was mapped 137 meters (m) (449.5 feet) north of the intersection. It was described as buried under the levee and Sacramento Northern Railroad (Sierra Northern) extending 30 to 35 m (98.4 to 114.8 feet) along the railroad. CA-Yol-132 consisted of black midden, freshwater clamshell, ash deposits (visible in the levee profile), obsidian flakes, unshaped baked clay, fire-affected rock, and large-mammal bones; archaeological deposits were estimated to be at least 2 m (6.5 feet) deep based on observations of the levee profile (Johnson and Johnson 1974). Although Johnson and Johnson (1974) did not undertake excavations to determine site boundaries, Johnson (1974:8) suggested that CA-Yol-132 might extend west into the fields adjacent to South River Road. Subsequent studies by others, described in the following material, have contributed to the understood location of the site.

Soule et al. (1975) updated the 1974 site record for CA-Yol-132, noting the presence of baked clay balls or sinkers and chert debitage. Soule et al. state that the visible portion of CA-Yol-132 would be covered with riprap by October 1975. Wiant (1976) observed a 0.6-m (2 feet)-deep midden deposit in the sidewall of an earthen drain and 20 m (65.6 feet) west into the adjoining fields north of the South River Road/Burrows Road intersection. He attributed the

deposit to CA-Yol-132. Later in 1976, Soule (1976) excavated a small trench into the water side of the levee at the southernmost extent of the riprap to observe the midden deposit. Soule's excavation did not change the description or placement of CA-Yol-132 as described by Johnson (1974), Johnson and Johnson (1974), and Soule et al. (1975).

Russo (1978) conducted a test excavation at Wiant's location for CA-Yol-132. Russo excavated four 1-square-meter test units to a depth of 0.7 m (2.3 feet) and about 10 auger holes to 0.2 m (.6 feet) below ground surface. Two artifacts—a shaped ground-stone fragment and a piece of (possibly) worked bone—were identified. Because of the amount of excavation undertaken and the limited artifactual yield, Russo reasoned that the artifacts were probably transported to the area as a result of plowing or road construction and that the site did not extend west of South River Road. Russo furthermore placed the location of CA-Yol-132 at the South River Road/Burrows Road intersection based on maps of riprap locations predating 1976. These maps indicate that the riprap terminus referred to by Johnson et al. extended farther south than their maps suggested, to the South River Road/Burrows Road intersection. This placement cannot, however, be considered definitive because the extent of riprap installation may have been increased after the studies by Johnson (1974), Johnson and Johnson (1974), and Soule et al. (1975). Russo suggests that CA-Yol-132 is significant because it contained buried archaeological deposits important to the study of local and regional prehistory.

The Far Western Anthropological Research Group (Far Western) surveyed the Sacramento River levee in the present APE from Gregory Avenue to a point south of Burrows Road and augured at the purported locations of CA-Yol-132 (Bouey and Herbert 1990; Glover and Bouey 1990). Far Western intensively surveyed this portion of the APE, walking parallel transects spaced no farther than 15 to 20 m (49.2 to 65.6 feet) between surveyors (Bouey and Herbert 1990:41). Far Western observed no surface indicators of CA-Yol-132. Far Western also excavated two auger tests at each of the two possible locations for the site to depths of 1.8 m (5.9 feet) (Bouey and Herbert 1990: Table 2; Glover and Bouey 1990: Table 1). At both locations, Far Western excavated the auger tests on the land side of the levee toe to test the proposition that archaeological deposits extended west under the levee and South River Road. However, no archaeological materials were recovered as a result of the testing program.

Jensen (2004) surveyed the two possible locations for CA-Yol-132 by walking parallel transects spaced 10 to 15 m (32.8 to 49.2 feet) between surveyors. Despite favorable ground surface visibility at the time of the survey, no archaeological materials were identified at either location. In addition, Tremaine screened sections of two geotechnical borings in the vicinity of CA-Yol-132, but no archaeological materials were identified (Tremaine 2003:11, Figure 2).

In summary, it is believed that CA-Yol-132 is located under and within a 30- to 35-m (98.4 to 114.8 feet) stretch of the levee and railroad alignment. According to previous research, the midden deposit is 2 m (6.5 feet) thick within the levee, as measured from the ground surface. The ground surface in the vicinity of CA-Yol-132 is approximately 4.9 m (16 feet) above mean sea level (Bouey 1990:1), which would place the top of the midden deposit at 6.9 m (22.6 feet) above mean sea level within the levee, the crown of which is 11 m (36 feet) above mean sea level (Johnson and Johnson 1974).

## Significance Assessment

CA-Yol-132 has been the subject of at least six cultural resource investigations conducted by several archaeologists over a 20-year period. However, these investigations have made inconclusive contributions to an understanding of the nature of the archaeological deposit or its location. The studies by Russo (1978), Bouey and Herbert (1990), and Glover and Bouey (1990) suggest that the archaeological deposits associated with CA-Yol-132 are primarily, if not entirely, confined to an area beneath the levee, partially within the levee, and its waterside portion. Russo (1978) stated that CA-Yol-132 should be considered significant, although NRHP criteria were not explicitly applied to the site. In Jensen 2004, the NRHP criteria are not applied to CA-Yol-132, and little supporting evidence for significance under the fourth criterion of the California Register of Historical Resources (CRHR) is furnished, except for a reference to Russo (1978). CA-Yol-132 is not listed in the NRHP, CRHR, California Inventory of Historical Resources, or other local registers.

CA-Yol-132 is clearly located within the undertaking's APE (as defined in Jensen 2004). Application of the NRHP significance criteria is difficult in the present case because of the lack of information about CA-Yol-132. Insufficient data are available to associate CA-Yol-132 with events or persons significant in local, state, or national prehistory. Available information about CA-Yol-132 does not indicate that it is an exemplary representative of a particular site type. Therefore, CA-Yol-132 does not appear to meet NRHP Criteria A to C. An argument for significance under Criterion D is plausible, but it must be tempered by the lack of controlled excavation and analysis of recovered archaeological materials. CA-Yol-132, as a midden site, is a prehistoric property type that archaeologists typically regard as very likely to contain information significant to the study of prehistory at a variety of scales. Available data, however, are insufficient to demonstrate significance and determine whether CA-Yol-132 retains chronostratigraphic integrity, the most consequential aspect of integrity for archaeological sites evaluated for their information potential (Criterion D).

For the purposes of the proposed project, Jones & Stokes recommends that the most reasonable approach to management of CA-Yol-132, considering the contradictory and inconclusive information obtained as a result of previous research, is to treat CA-Yol-132 as eligible for listing in the NRHP.

## Assessment of Effects

The acquisition would lead to development of a 5.2-km (3.25 mile) rail-to-trail segment from South River Road (where it intersects with Jefferson Boulevard) southward to the point of the railroad's meeting with South River Road near Gregory Avenue. The southernmost intersection is 503 m north of the nearest boundary of CA-Yol-132 (Analytical Environmental Services 2004: Figures 3-1 and 3-5). Construction of this portion of the project would not affect CA-Yol-132. However, the 17.7 km (11 miles) of Sierra Northern right-of-way that would be acquired includes the portion in the vicinity of CA-Yol-132 that would require removal of rails and ties. Excavation of the ballast bed and levee in the vicinity of CA-Yol-132 could affect the

site only if construction involves degrading the levee 4 m (13.1 feet) or more below its present crown height of 11 m (36 feet). Any disturbance of CA-Yol-132 would likely result in an adverse effect on the site. However, such effects are unlikely for several reasons:

- All track removal or trail construction planned for the vicinity of CA-Yol-132 will be on the ballast bed which rests directly on the western Sacramento River levee.
- Track removal or trail construction would involve excavation depths less than 4 m (13.1 feet). Accordingly, levee work is not proposed or currently permitted.
- Lowering the levee may constitute a flood safety hazard and will not be permitted at this location.

To avoid or immediately curtail adverse effects that may result from construction in the vicinity of CA-Yol-132, it is recommended that the STB require an archaeologist to be present full time during ground-disturbing activities within 30 m (98.4 feet) of the site boundaries (Bouey and Herbert 1990). The archaeologist will have complete and immediate stop-work authority while monitoring. If archaeological materials are identified during construction, the archaeologist will issue a stop-work order for a portion of the construction area deemed appropriate for the protection of the resource until the STB or City of West Sacramento (if delegated by STB as the local project sponsor) completes the consultation actions stipulated under 36 CFR 800(b)(3).

### **Three Earthen Ditches**

The three earthen ditches (LNWI-C-2, LNWI-C-6, and LNWI-C-8) cited in Jensen 2004 were previously evaluated for their ability to meet the criteria for listing in the NRHP by Jones & Stokes (2003:36). Jones & Stokes completed the 2003 report to allow the U.S. Army Corps of Engineers (Corps) to comply with requirements pursuant to 36 CFR 800, regulations that implement NHPA Section 106, and other applicable regulations.

### **Significance Assessment**

Jones & Stokes (2003) recommended that LNWI-C-2, a component of Reclamation District 307, did not meet the criteria for listing in the NRHP, either individually or as part of a historic district. Similarly, the report found that LNWI-C-6 and LNWI-C-8, components of Reclamation District 900, did not appear to meet the criteria for listing in the NRHP, either individually or as part of a historic district. The inventory and evaluation forms (DPR 523) completed for the resources are attached as Appendix B.

The Corps, acting as the federal lead agency for that project and which required the 2003 report, submitted the findings to the OHP for concurrence on July 15, 2004. The OHP officially concurred with the Corps' findings that the project would "not adversely affect historic

properties” as long as the Corps implemented three conditions regarding archaeological resources not known at the time. The two correspondence letters are attached as Appendix C.

Changes to the resources that might alter their eligibility status are not known to have taken place. Therefore, for the purposes of the proposed project, the previous evaluations are valid, and the three earthen ditches are not eligible for listing in the NRHP, either individually or as part of a historic district.

## **Assessment of Effects**

Because the three earthen ditches were determined not eligible for listing in the NRHP, the acquisition will not have an adverse effect on them.

### **Four Residential Structures**

The acquisition will not affect the four properties noted by Jensen (2004): 2385 Davis Road, 2395 Davis Road, 4395 Gregory Avenue, and 4480 South River Road. Each of the properties is noted by Jensen as “located adjacent or close to the present project’s APE, [although they] are actually located outside of the boundaries of the APE and will not be directly impacted by the City’s project” (Jensen 2004:14).

The acquisition will occur only within the railroad right-of-way. The four properties do not encroach upon the right-of-way, and the properties are not known to be associated with the railroad. Because the acquisition would be a rail-to-trail conversion entirely within the current right-of-way and would not acquire the houses, it does not appear to have the potential for notable indirect effects on the adjacent properties. Therefore, all four properties should have been considered outside the proposed project’s direct and indirect APEs. However, because they were included in the original 2004 Jensen Report upon which OHP commented, we have proceeded to evaluate them for the purposes of the proposed project.

## **Significance Assessment**

All four properties were addressed for their potential to meet NRHP criteria in Jones & Stokes 2003. The buildings identified in the Jensen and preceding Jones & Stokes reports are currently less than 50 years old and do not appear to meet the demanding thresholds of exceptional significance established for recently constructed properties. The buildings at 2385 Davis Road are a single-family residence completed in 1981 and an associated barn completed in 1963. The building at 2395 Davis Road is a single-family residence completed in 1988. The building at 4395 Gregory Avenue is a single-story residence constructed in 1963. The property at 4480 South River Road contains a residential complex of buildings constructed between 1965 and 1975 (Jones & Stokes 2003:31).

## Assessment of Effects

In light of the distance of the four properties to the railroad corridor right-of-way, their relatively new construction dates, and the significance conclusions reached in the previous analysis (Jones & Stokes 2003), it is our recommendation that the acquisition will not result in an effect on these resources.

## Potential Unanticipated Discoveries

In anticipation that improvements not currently foreseeable might be proposed for the APE following consultation, the STB or City of West Sacramento (if delegated by STB as the local project sponsor) should prescribe the processes outlined under 36 CFR 800.13. If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the agent instigating improvements or other physical alterations of the rail bed will stop work in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the STB or City of West Sacramento (if delegated by STB as the local project sponsor), OHP, and other appropriate agencies.

If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). If any human remains are discovered or recognized in a location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- the county coroner has been informed and determined that no investigation of the cause of death is required; and
- if the remains are of Native American origin,
  - the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
  - the NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100) and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in

the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the NAHC.

### **Native American Correspondence**

Jensen & Associates contacted the NAHC on January 14, 2004, and received a list of appropriate contact names on January 21, 2004. Jensen & Associates submitted contact letters to the Cortina Band of Wintu, Wintu Environmental Council, and Rumsey Rancheria on January 20, 2004. A letter was also sent to the California State Railroad Museum on October 6, 2003. No responses have been received to date. This correspondence is attached as Appendix D.

### **CONCLUSION**

The City has entered into an agreement to acquire approximately 17.7 km (11 miles) of the railroad corridor right-of-way of the Clarksburg Branch, which is owned by Sierra Northern Railroad, for rail-to-trail conversion and rail banking. This report was prepared to analyze the proposed project's potential to adversely affect significant cultural resources according to federal regulations and guidelines. Based on previously conducted studies and following the implementation of the aforementioned recommendations regarding cultural resources within the APE, the acquisition would not adversely affect significant cultural resources.

### **REFERENCES CITED**

Analytical Environmental Services

2004 *Acquisition of the Clarksburg Branch of the Sierra Railroad, City of West Sacramento, Initial Study*. On file at the City of West Sacramento, West Sacramento, California.

Bouey, P. D.

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Jones & Stokes

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2003 *Final Monitoring Report of Borehole Drilling for the Lower Northwest Interceptor Program, Sacramento & Yolo Counties, California*. December. Tremaine & Associates, Inc., Dixon, California. Prepared for Sacramento Regional County Sanitation District, Mather, California. On file, Lower Northwest Interceptor Program, West Sacramento, California.

Wiant, W. C.

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## **Appendix A. May 3, 2005 OHP Comment Letter**

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
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calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov



May 3, 2005

In Reply Refer To: STB050214K

Victoria Rutson, Chief  
Section of Environmental Analysis  
Surface Transportation Board  
1925 K Street NW,  
Washington, DC 20423

RE: Section 106 Consultation for Docket No. AB847X Sierra Northern Railway – Abandonment  
Exemption – in Yolo County, CA.

Dear Ms. Rutson:

Thank you for informing me of the proposed undertaking referenced above. Pursuant to its responsibilities under Section 106 of the National Historic Preservation Act and 36 CFR Part 800, the Surface Transportation Board (STB) has determined that the proposed action is a federal undertaking that may have the potential to cause effects on historic properties and is initiating consultation with me in order to seek my input on the proposed project based on the Historic Report that was submitted by the applicants.

I have reviewed the *Archaeological Survey Report Review of Sierra Railroad Acquisition, City of West Sacramento, Yolo County* (Jensen Feb., 2004) provided by the City of West Sacramento on behalf of the STB and provide the comment below.

I do not believe that the STB's level of effort to identify historic properties in the undertaking's area of potential effects meets the standards set forth at 36 CFR § 800.4(b)(1). The above report appears to have been made directly for the purposes of CEQA only and merely states that the subject properties are also not eligible for the NRHP without reference to the National Register criteria set forth at 36 CFR § 60.4. I believe that the agency's effort to identify historic properties would more closely comport with those standards if the agency were to

1) Provide documentation on the STB's determinations on the National Register of Historic Places (NRHP) eligibility of the following historic properties identified within the APE:

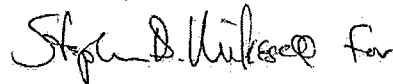
- a) CA-YOL-132, which is noted as having been previously recommended as "significant because of the presence of buried cultural material important to local and regional research," but was only evaluated under CEQA criteria.
- b) Three earthen ditches (sites LNWI-C-2, -C-6, and -C-8) which are only noted as having been previously evaluated under CEQA significance criteria.
- c) Four residential structures/complexes, since the report states that these properties were less than 50 years old in 2003, (it is unclear whether the properties have attained the requisite age, their proximity to the project area, and what, if any, relationship they have with the railroad).

Ms. Rutson  
May 3, 2005  
Page 2

2) Please be advised that the STB may have additional responsibilities under 36 CFR Part 800 if there are unanticipated discoveries or changes in project design that could adversely affect historic properties.

I will be able to continue our consultation on your efforts to take into account the effects of the undertaking on historic properties upon my receipt of the additional information above. Please do not hesitate to contact Kelly Hobbs, Associate Environmental Planner at (916) 653-8936 or at [khobb@ohp.parks.ca.gov](mailto:khobb@ohp.parks.ca.gov), if you have any questions or need clarification of any of my comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Milford Wayne Donaldson".

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

## **Appendix B. DPR 523 Forms**

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PRIMARY RECORD

Primary#

HRIC

Trinomial

NRHP Status Code 67

Other Listings

Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: (Assigned by Recorder) LNWI-C-2

P1. Other Identifier: Earthen Ditch

\*P2. Location: Not for Publication ☒ Unrestricted

\*a. County Yolo

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Clarksburg Date 1980PR T 7N ; R 4E ; ¼ of SW ¼ of Sec 9 ; MDB.M.

c. Address n/a City n/a Zip 95612

d. UTM: (Give more than one for large and/or linear resources) Zone: 10 ; see P2e mE/ see P2e mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

LNWI-C-2 also extends into the NW 1/4 of the SE 1/4 of Section 9. UTM's—Point A: 626,840 mE/ 4,259,050 mN; Point B: 626,510 mE/ 4,258,700 mN. UTM's were calculated based on the North American Datum of 1927 (NAD 27).

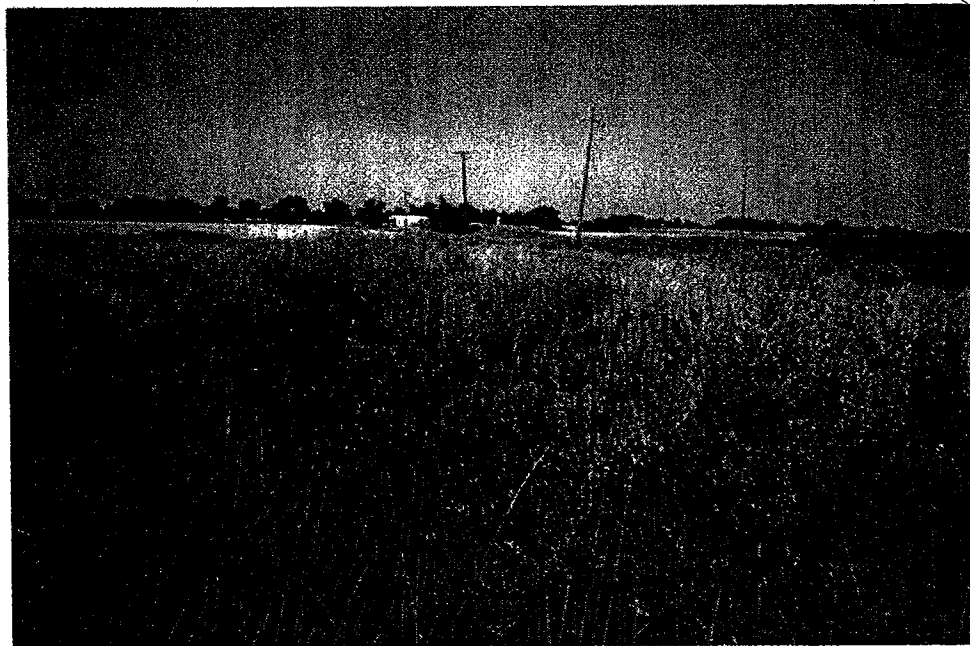
\*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

LNWI-C-2 is an earthen ditch that drains and irrigates cultivated fields. It is approximately 10 feet wide and 5 feet deep. The ditch is oriented northeast to southwest and is overgrown with reeds and other aquatic plants.

\*P3b. Resource Attributes: (List attributes and codes) (HP20) Canal/aqueduct

Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

\*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

The ditch was constructed between 1906 and 1949 (United States Geological Survey 1908, 1952).

\*P7. Owner and Address:

Spinelli

\*P8. Recorded by: (Name, affiliation, and address)

G. Roark, H. Davis, and M. Craw.  
Jones & Stokes. 2600 V Street.  
Sacramento, CA 95818-1914

\*P9. Date Recorded: 6/19/2001

\*P10. Survey Type: (Describe)

Mixed strategy archaeological survey for Section 106 and CEQA compliance (see Continuation Sheet).

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 2002. *Inventory and Evaluation Report of Cultural Resources for the Proposed Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California.*

Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

## BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4\*NRHP Status Code 6Z\*Resource Name or # (Assigned by recorder) Earthen DitchB1. Historic Name: NoneB2. Common Name: NoneB3. Original Use: Water conveyanceB4. Present Use: same\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Although historic topographic maps suggest that LNWI-C-2 was built between 1906 and 1949 (United States Geological Survey 1908, 1952), it is likely that the ditch was excavated when Portuguese farmers settled the Freeport Bend during the last half of the nineteenth century.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

At least 20 ditches, agricultural fields, dirt roads, and historic buildings that are part of Reclamation District 307.

B9a. Architect: Unknownb. Builder: Unknown\*B10. Significance: Land reclamationArea: StatePeriod of Significance: 1878-presentProperty Type: CanalApplicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historically, much of the Sacramento Valley was marsh and swampland, and there was seasonal flooding and periodic inundation of usually dry areas. Starting in the 19<sup>th</sup> century, flood control and land reclamation projects were undertaken to make the area habitable for larger populations and to expand acreage for agriculture.

In 1861, the legislature created the State Board of Reclamation Commissioners and authorized the formation of reclamation districts to protect the American and Yolo basins, and lower Sacramento County from flooding. As a result, by 1865, 26 miles of levees and 20 miles of drainage canals had been constructed. The majority of the early efforts, however, were never completed and flooding in the area continued (McGowan 1961). The State Board of Reclamation Commissioners was dissolved in 1866, and control of swamp and overflow lands fell to the counties (Thompson 1958).

The Yolo County Board of Supervisors, following the relegation of overflow lands to the counties, ordered the formation of Reclamation District 307 on October 20, 1876. The district is located between Babel Slough on the north and Merritt Island (RD 150) on the south. RD 307 encompassed approximately 6,000 acres of swamp and overflowed land before improvements were made. A total of 14 miles of levees were constructed in RD 307 to facilitate reclamation. After construction of the levees, the State Legislature approved RD 307; the district encompassed 5,644 acres of reclaimed land by March of 1878 (Coil and McHugh 1940:148-149). RD 307 was known as Lisbon Island, more commonly called the Lisbon District today, after the numerous Portuguese farmers that had settled the Freeport Bend in the 1850s (Coil and McHugh 1940; Walters 1987). RD 307 is the second oldest reclamation district in the East Yolo area, excepting RD 150. The district takes its irrigation water from the Sacramento River with the aid of a pumping plant. Internal drainage is facilitated by a system of main canals and laterals, which carry water to a sump and pumping plant. The most common crops in RD 307 include grain, alfalfa, and beans (Coil and McHugh 1940). See Continuation Sheet.

B11. Additional Resource Attributes: (List attributes and codes) n/a

\*B12. References:

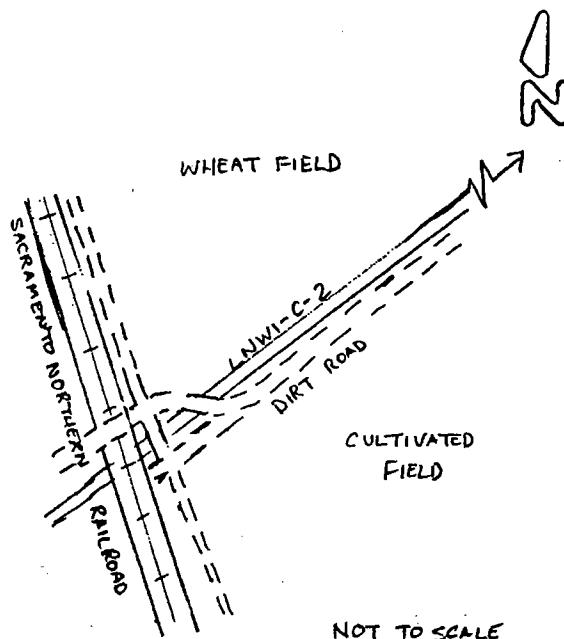
See Continuation Sheet.

B13. Remarks:

None

\*B14. Evaluator: Gabriel Roark, Jones & Stokes, 2600 V Street, Sacramento, CA 95818-1914\*Date of Evaluation: 21. September, 2001

(This space reserved for official comments.)



Page 3 of 4

\*Resource Name or # (Assigned by

\*Recorded by Gabriel Roark

\*Date 6/19/01

☒ Continuation

☐ Update

**10. Survey Type (Continued).**

Portions of the EIR Study Area that were defined as having low sensitivity for the presence of cultural resources were surveyed by walking systematic transects spaced 30-50 meters between surveyors. Areas that were defined as having high sensitivity for the presence of cultural resources were surveyed by walking systematic transects spaced no more than 15 meters between surveyors. Paved areas were not surveyed for archaeological sites.

**B10. Significance (Continued).**

LNWI-C-2 is a component of RD 307's internal drainage system in the project area. The ditch appears on historic maps as early as 1908 (United States Geological Survey 1908, 1952). Historic research indicates that RD 307 is not a significant historic landscape or district according to NRHP or CRHR criteria. Although it is associated with an important historic theme, the reclamation of the Central Valley, RD 307 is not a significant district within this historic theme. The historic record does not support an association between RD 307 and historically important persons, and the constructed system is not architecturally or structurally significant. Although the general area was settled in the 1850s by Portuguese, there are no historic data associating these early settlers with any features identified in the study area. Therefore, the components of RD 307 identified in the study area do not appear to be contributing elements of a historic district eligible for the NRHP or the CRHR. In addition, the ditches do not appear to be individually eligible for the NRHP or the CRHR.

**References**

Coil, N. S., and T. McHugh

1940 *History of Yolo County, California: Its Resources and its People, Illustrated*. Woodland, California. On file, California History Room of the California State Library, Sacramento.

McGowan, J. A.

1961 *History of the Sacramento Valley*. 3 vols. Lewis Historical Publishing Company, New York.

Thompson, J.

1958 *The Settlement and Geography of the Sacramento-San Joaquin Delta, California*. University Microfilms International, Ann Arbor, Michigan.

United States Geological Survey

1908 *California: Courtland Quadrangle*. 1:62,500 scale. Map on file, California Division of Mines and Geology Library, Sacramento.

1952 *Clarksburg Quadrangle, California*. 7.5-minute topographic series. United States Geological Survey, Denver. Map on file, California Division of Mines and Geology Library, Sacramento.

Walters, S.

1987 *West Sacramento, the Roots of a New City*. Yolo County Historical Society, Woodland, California.



# LOCATION MAP

Primary/

HRT#

Trinomial

4 of 4

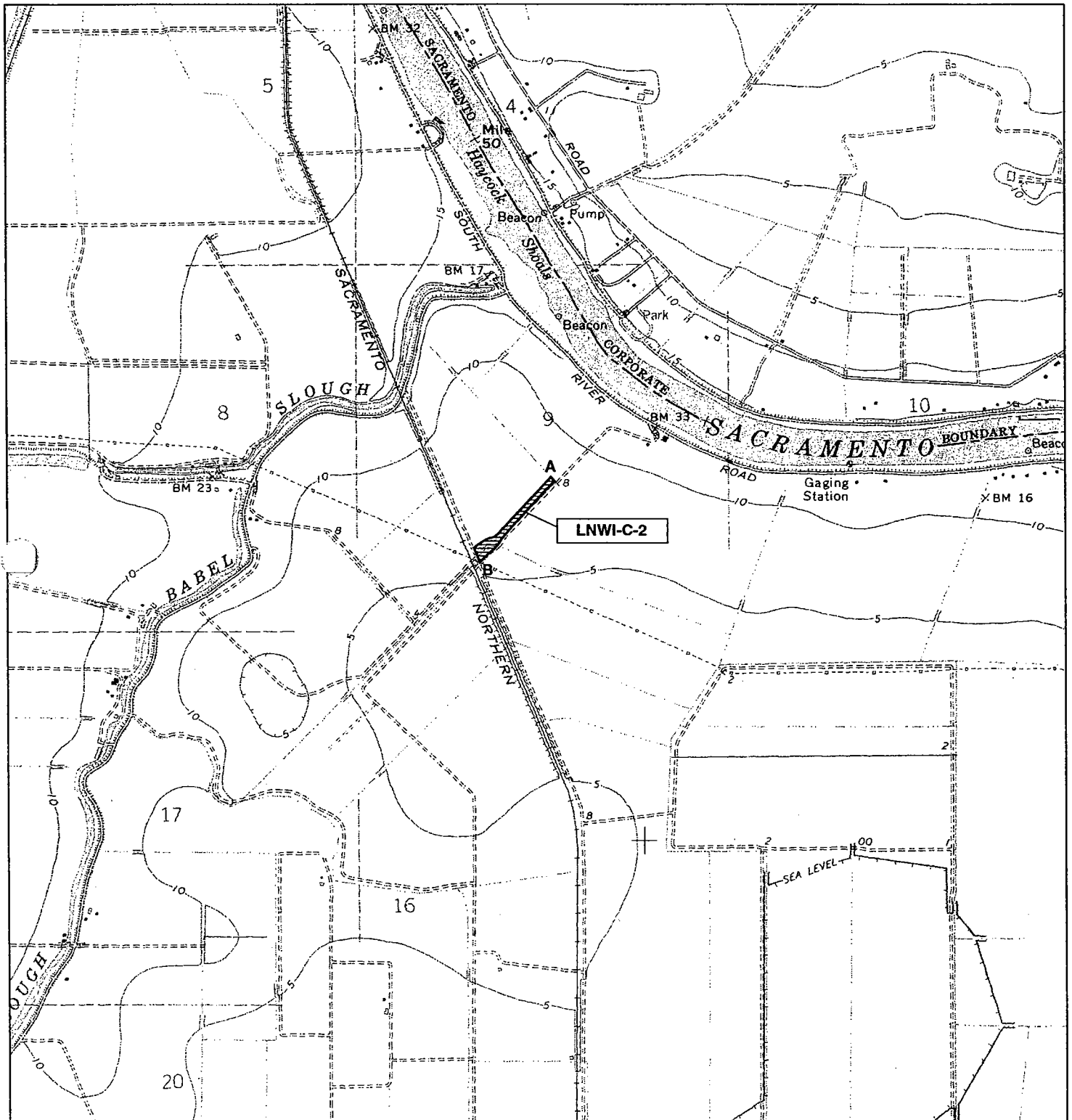
\*Resource Name or #: LNWI-C-2

Name:

Clarksburg, California

\*Scale: 1:24,000 (1"=2,000')

\*Date of Map: 1980



0 1,000 2,000 3,000 4,000 5,000  
feet

Scale = 1:24,000

Base map: A Portion of USGS 7.5' Quadrangle,  
Clarksburg, California, 1967, Photorevised 1980



# PRIMARY RECORD

Primary #

HRI#

Trinomial

NRHP Status Code 67

Other Listings

Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: (Assigned by Recorder) LNWI-C-6

P1. Other Identifier: Earthen ditch

\*P2. Location: Not for Publication ☒ Unrestricted

\*a. County Yolo

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Sacramento West Date 1992 T 8N ; R 4E ; n/a 1/4 of n/a 1/4 of Sec n/a ; MDB.M.

c. Address n/a City West Sacramento Zip 95691

d. UTM: (Give more than one for large and/or linear resources) Zone: 10 ; see P2e mE/ see P2e mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

From the West Capitol Boulevard-Jefferson Boulevard intersection in West Sacramento, drive south on Jefferson Boulevard for approximately 2.5 miles. Turn left (east) on Linden Road and proceed to railroad tracks. At the railroad tracks, turn right (south) onto a dirt road. The road parallels the canal; the recorded portion extends from Linden Road southwest to Davis Road. UTM's—Point A:626,900 mE/4,265,850 mN (see Continuation).

\*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

LNWI-C-6 is an earthen ditch south of West Sacramento that parallels the Sacramento Northern Railroad on its east side. The ditch is approximately 10,000 feet long, and extends northeast from the vicinity of the Davis Road-Sacramento Northern Railroad crossing to a point north of Linden Road. LNWI-C-6 is located within the boundaries of RD 900, and is depicted on a historic topographic map dating to 1949 (United States Geological Survey 1949). The ditch was likely constructed, however, circa 1911, when RD 900 was established (Corbett 1993).

\*P3b. Resource Attributes: (List attributes and codes) (HP20) Canal/aqueduct

Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)

\*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

A historic map indicates that the ditch was built in 1949 (USGS 1949), though it may have been built in 1911.

\*P7. Owner and Address:

Unknown

\*P8. Recorded by: (Name, affiliation, and address)

G. Roark, H. Davis, and M. Craw.  
Jones & Stokes. 2600 V Street  
Sacramento, CA 95818-1914

\*P9. Date Recorded: 6/20/2001

\*P10. Survey Type: (Describe)

Mixed strategy archaeological survey for Section 106 and CEQA compliance (see Continuation Sheet).

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 2002. *Inventory and Evaluation of Cultural Resources for the Proposed Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California.*

Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List):

## BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4\*NRHP Status Code 6Z\*Resource Name or # (Assigned by recorder) LNWI-C-6Historic Name: UnknownB2. Common Name: UnknownB3. Original Use: Water conveyanceB4. Present Use: Same\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alterations)

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

No related features were noted.

B9a. Architect: Unknownb. Builder: Unknown\*B10. Significance: Land reclamationArea: StatePeriod of Significance: 1911-1939Property Type: DitchApplicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historically, much of the Sacramento Valley was marsh and swampland, and there was seasonal flooding and periodic inundation of usually dry areas. Starting in the 19<sup>th</sup> century, flood control and land reclamation projects were undertaken to make the area habitable for larger populations and to expand acreage for agriculture. In 1861, the State legislature created the State Board of Reclamation Commissioners and authorized the formation of reclamation districts to protect the American and Yolo basins, and lower Sacramento County from flooding. After 1866, control of the reclamation districts was delegated to the counties.

In 1911, the State Reclamation Board was established. This board had jurisdiction over reclamation districts and levee plans. That same year, with approval from the state, the Sacramento Flood Control Plan was implemented which proposed the construction of levees, weirs, and bypasses along the river. Under this plan, new reclamation districts were established, including RD 900.

In March 1911, the Sacramento Land Company assisted with the establishment of RD 900 in what is now West Sacramento. The formation of this district created a framework for using public funds through bonds, levies, and taxes to drain the land (Corbett 1993). The district spanned 11,500 acres from the east-west line of the Southern Pacific Railroad tracks on the north to the vicinity of Riverview on the south. Construction included the installation drainage canals, levees, and pumphouses. The canals carried drainage to the pumphouses and the pumphouses moved the water over the levees in to the Yolo Bypass. As the land was drained of water, the fields of tule were removed, resulting in the establishment of acres of agricultural land (Corbett 1993).

Although LNWI-C-6 continues to serve RD 900, and retains integrity of setting, location, feeling, association, workmanship, materials, and design, it does not convey the historical significance of RD 900 without reference to other features of the district (see Continuation Sheet).

B11. Additional Resource Attributes: (List attributes and codes) n/a

\*B12. References:

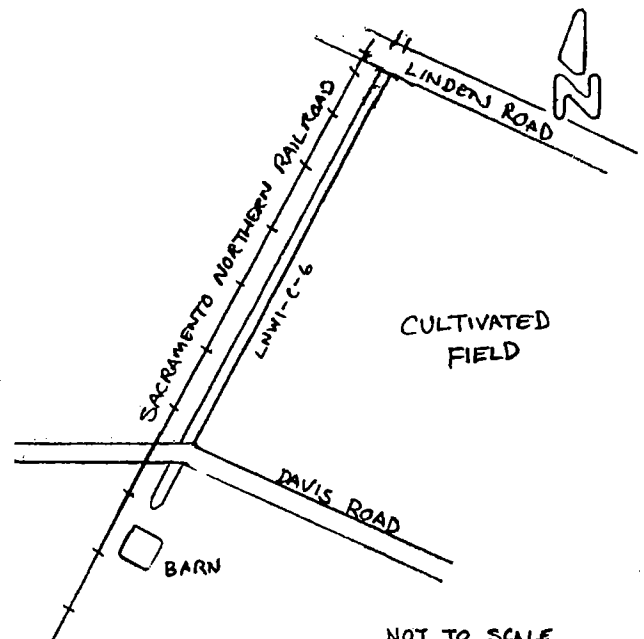
See Continuation Sheet.

B13. Remarks:

None.

\*B14. Evaluator: Gabriel Roark. Jones & Stokes. 2600 V StreetSacramento, CA 95818-1914\*Date of Evaluation: 21. September, 2001

(This space reserved for official comments.)

NOT TO SCALE  
\*Required Information

Page 3 of 4

\*Resource Name or # (Assigned by

LNWI-C-6

\*Recorded by Gabriel Roark, Henry Davis, and Maggie Crow

\*Date 6/20/01

☒ Continuation

☐ Update

2e. Other Locational Data. Point B:627,620 mE/4,267,630 mN. UTM's were calculated based on the North American Datum of 1983 (NAD 83).

**P10. Survey Type (Continued).**

Portions of the EIR Study Area that were defined as having low sensitivity for the presence of cultural resources were surveyed by walking systematic transects spaced 30-50 meters between surveyors. Areas that were defined as having high sensitivity for the presence of cultural resources were surveyed by walking systematic transects spaced no more than 15 meters between surveyors. Paved areas were not surveyed for archaeological sites.

**B10. Significance (Continued).**

The physical configuration of RD 900 has been drastically altered by the development of West Sacramento and Southport—most features associated with LNWI-C-6 no longer exist, such that LNWI-C-6 cannot convey the historical significance of RD 900. Therefore, LNWI-C-6 does not appear to meet the eligibility criteria of the NRHP or the CRHR.

**B12. References**

Corbett, M. R.

1993 *Historic Architectural Survey Report, Jefferson Boulevard, Marshall Road to Route 50, West Sacramento, California. 03-YOL-84 P.M. 18.2-21.8. Final.* Prepared by Dames & Moore, San Francisco. Submitted to City of West Sacramento Department of Public Works.

United States Geological Survey

1949 *Sacramento West Quadrangle, California. 7.5-minute topographic series.* Map on file, California Division of Mines and Geology Library, Sacramento.

# LOCATION MAP

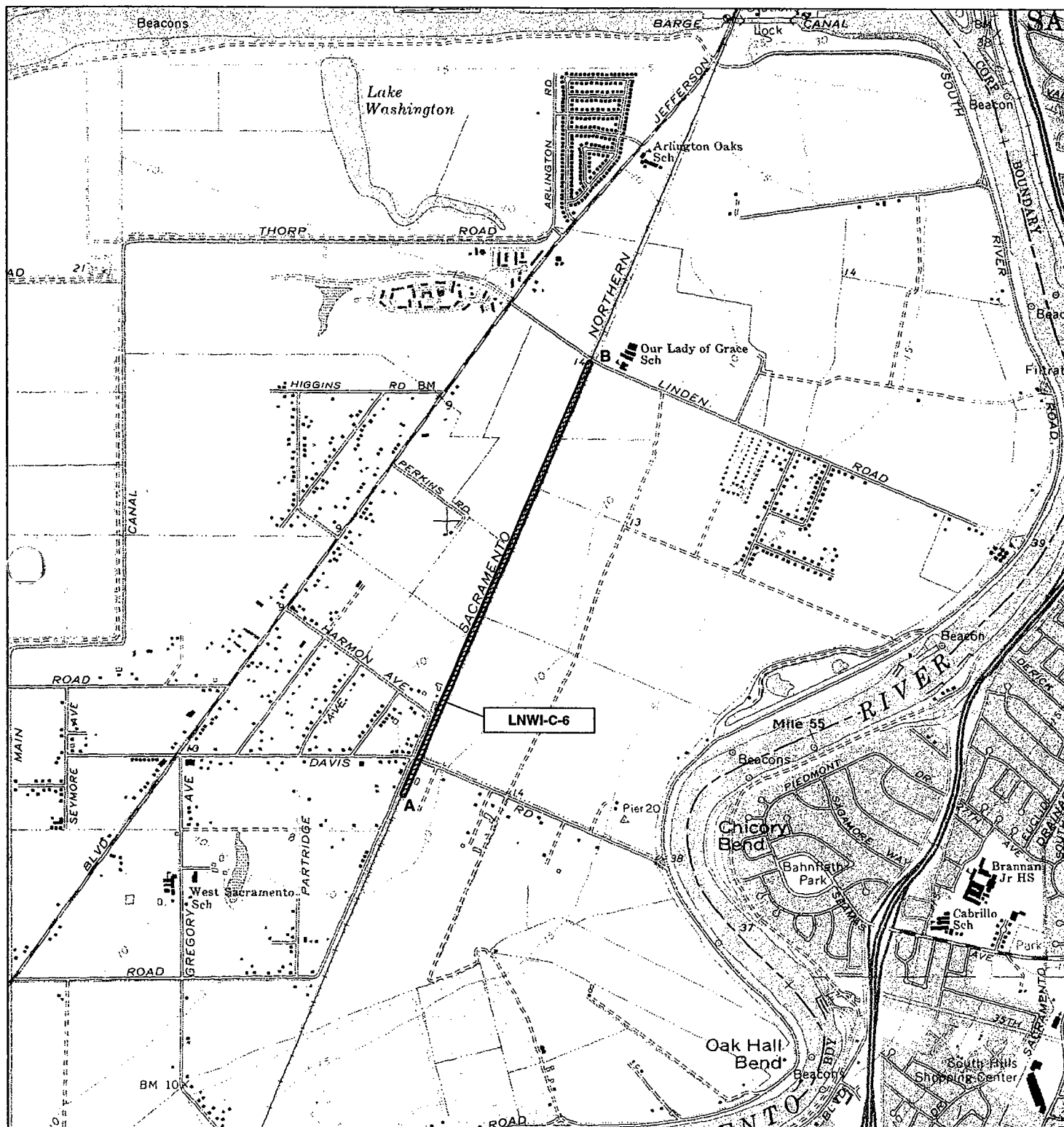
4 of 4

\*Resource Name or #: LNWI-C-6

Name: Sacramento West, California

\*Scale: 1:24,000 (1"=2,000')

\*Date of Map: 1980



0 1,000 2,000 3,000 4,000 5,000  
feet

Scale = 1:24,000

Base map: A Portion of USGS 7.5' Quadrangle,  
Sacramento West, California, 1967, Photorevised 1980



# PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_

Reviewer \_\_\_\_\_

Date \_\_\_\_\_

Page 1 of 6

\*Resource Name or #: (Assigned by Recorder) LNWI-C-8

P1. Other Identifier: Unnamed ditch

\*P2. Location: Not for Publication ☐ Unrestricted ☒

\*a. County Yolo

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Sacramento West Date 1980PR T 8N ; R 4E ; n/a ¼ of n/a ¼ of Sec n/a ; M.D.B.M.

c. Address n/a City n/a Zip \_\_\_\_\_

d. UTM: (Give more than one for large and/or linear resources) Zone: 10 ; See P2e mE/ See P2e mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

From the West Capitol Boulevard-Jefferson Boulevard intersection in West Sacramento, drive south on Jefferson Boulevard for approximately 3.75 miles and turn left (east) at Davis Road. LNWI-C-8 is immediately east of the Yolo Shortline Railroad. UTM's—Point A:626,900 mE/4,265,850 mN, Point B:627,230 mE/4,265,690 mN, Point C:627,900 mE/4,265,430 mN. UTM's calculated based on the North American Datum of 1927 (NAD27).

\*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This resource is an earthen ditch that parallels Davis Road, south of West Sacramento. The ditch is approximately 3,600 feet long, 4.5 feet deep and 8.0 feet in bottom width. No berms were evident. The ditch connects to LNWI-C-6 on the west and to an unrecorded ditch on the east. LNWI-C-8, like LNWI-C-6, is a constituent element of Reclamation District 900. The ditch is bordered by tilled fields on the north, fallow fields and residential properties on the south. LNWI-C-8 is depicted on a historic topographic map dating to 1949 (United States Geological Survey 1949). The ditch was likely constructed, however, circa 1911, when RD 900 was established (Corbett 1993). The ditch was dry at the time of recordation.

\*P3b. Resource Attributes: (List attributes and codes) (HP20) Canal/aqueduct

i. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

\*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

A historic map indicates that the ditch was built in 1949 (USGS 1949), though it may have been built in 1911.

\*P7. Owner and Address:

Reclamation District 900  
1420 Merkley Avenue  
West Sacramento, CA 95818

\*P8. Recorded by: (Name,

affiliation, and address)  
Gabriel Roark and Christian Fish.  
Jones & Stokes. 2600 V Street  
Sacramento, CA 95818

\*P9. Date Recorded: 10/24/2002

\*P10. Survey Type: (Describe)  
Mixed strategy archaeological survey  
for Section 106 and CEQA  
compliance.

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 2002. Inventory and Evaluation Report of Cultural Resources for the Proposed Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California.

Attachments: ☐ None ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 6

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder) LNWI-C-8

Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Water conveyance

B4. Present Use: Water conveyance

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alterations)

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

\*B8. Related Features:

A dirt road bisects the ditch approximately 1,000 feet east of the Davis Road-Antioch Avenue intersection. Water is carried under the road via wooden (not wood-stave) culvert.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Land reclamation

Area: State

Period of Significance: 1911-1939

Property Type: Ditch

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historically, much of the Sacramento Valley was marsh and swampland, or was subject to seasonal flooding. Starting in the nineteenth century, flood control and land reclamation projects were undertaken to make the area habitable for larger populations and to expand the region's agricultural potential. In 1861, the State legislature created the State Board of Reclamation Commissioners and authorized the formation of reclamation districts to protect the American and Yolo basins, and lower Sacramento County from flooding. After 1866, control of the reclamation districts was delegated to the counties.

In 1911, the State Reclamation Board was established. This board had jurisdiction over reclamation districts and levee plans. That same year, with approval from the state, the Sacramento Flood Control Plan was implemented which proposed the construction of levees, weirs, and bypasses along the river. Under this plan, new reclamation districts were established, including RD 900. In March 1911, the Sacramento Land Company assisted with the establishment of RD 900 in present-day West Sacramento. The district was a framework for using public funds through bonds, levies, and taxes to drain the land. RD 900 spanned 11,500 acres from the east-west line of the Southern Pacific Railroad tracks on the north to the vicinity of Riverview on the south. District features include drainage canals, levees, and pumphouses. The canals carried drainage to the pumphouses, which moved the water into Yolo Bypass. The land was drained and tules removed, resulting in the expansion of cultivable land (Corbett 1993).

Although LNWI-C-8 continues to serve RD 900, and retains integrity of setting, location, feeling, association, workmanship, materials, and design, it does not convey the historical significance of RD 900 without reference to other features of the district. The physical configuration of RD 900 has been drastically altered by the development of eastern Yolo County—most features associated with the ditch longer exist, such that it cannot convey the historical significance of RD 900. Therefore, LNWI-C-6 does not appear to meet the eligibility criteria of the NRHP or the CRHR.

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References:

Corbett, M. R. 1993. *Historic Architectural Survey Report, Jefferson Boulevard, Marshall Road to Route 50, West Sacramento, California*. 03-YOL-84 P.M. 18.2-21.8. Prepared by Dames & Moore, San Francisco.

B13. Remarks:

Submitted to City of West Sacramento Department of Public Works.

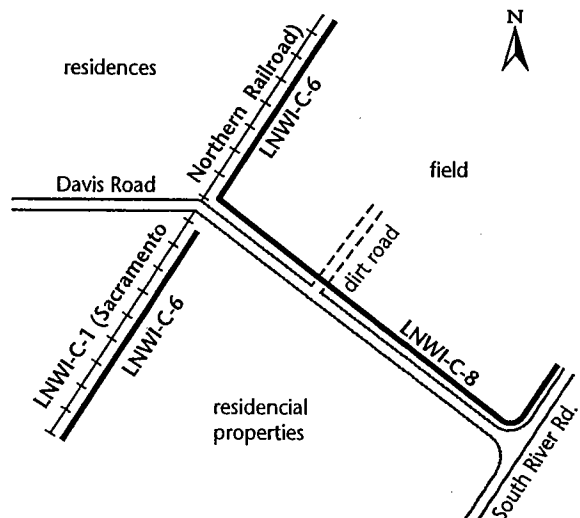
United States Geological Survey. 1949. *Sacramento West Quadrangle, California*. 7.5-minute topographic series. Map on file, California Division of Mines and Geology Library, Sacramento.

\*B14. Evaluator: Gabriel Roark. Jones & Stokes. 2600 V Street. Sacramento, CA 95818

\*Date of Evaluation: 11/18/2002

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Page 3 of 6

\*Resource Name or #: (Assigned by Recorder) LNWI-C-8

L1. Historic And/or Common Name: Unknown

Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation

Designation: Point A

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

See P2 on the Primary Record for location data.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The resource at this location is an earthen ditch. LNWI-C-8 drains into LNWI-C-6, a related feature, to the west.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width 10 feet

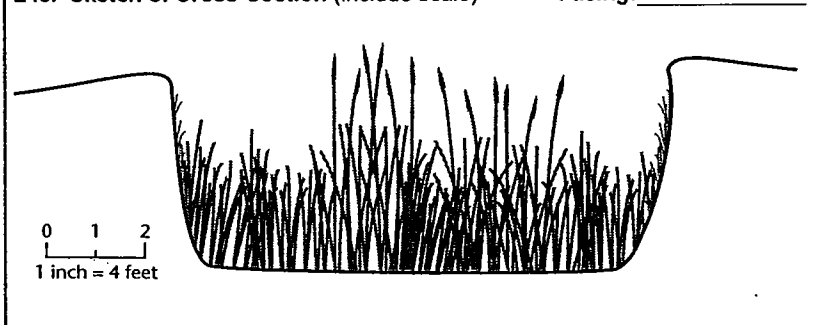
b. Bottom Width 8 feet

c. Height or Depth 4.5 feet deep

d. Length of Segment Point A-Point B: 1,300 feet

L4e. Sketch of Cross-Section (include scale)

Facing: West



L5. Associated Resources:

An unnamed earthen ditch, LNWI-C-6 (see Jones & Stokes 2002).

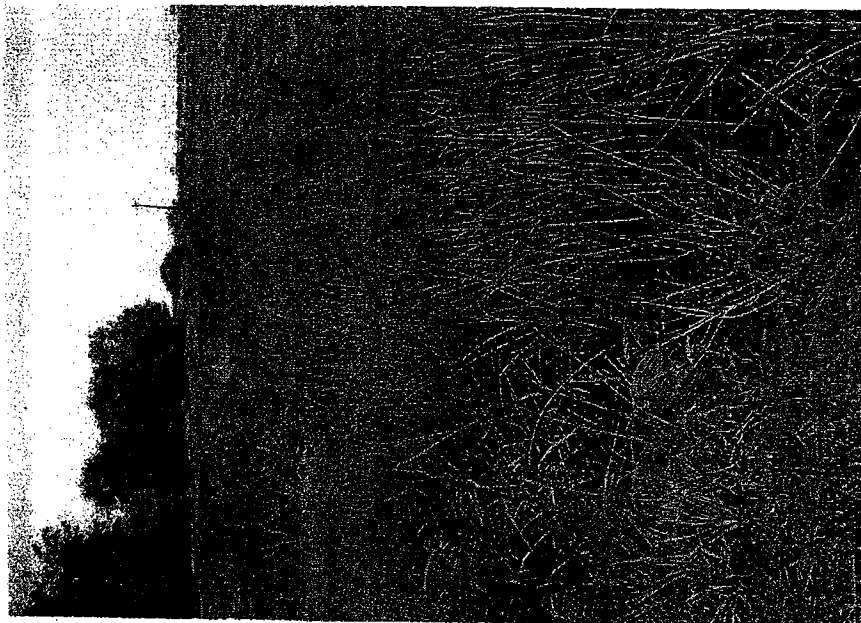
Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The resource is surrounded by agricultural fields, the Sacramento River levee, the Sacramento Northern Railroad, and semi-rural residential properties.

L7. Integrity Considerations:

Overall integrity of the resource appears to be good.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing  
(View, scale, etc.)

L9. Remarks:

Jones & Stokes. 2002. *Inventory and Evaluation Report of Cultural Resources for the Proposed Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California.*

L10. Form Prepared by: (Name, affiliation, and address)

Gabriel Roark. Jones & Stokes. 2600 V Street  
Sacramento, CA 95818

L11. Date: 11/18/2002



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary #  
HRI #  
Trinomial

Page 4 of 6 \*Resource Name or #: (Assigned by Recorder) LNWI-C-8

L1. Historic And/or Common Name: Unknown

Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation Designation: Point B

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)  
See P2 on the Primary Record for location data.

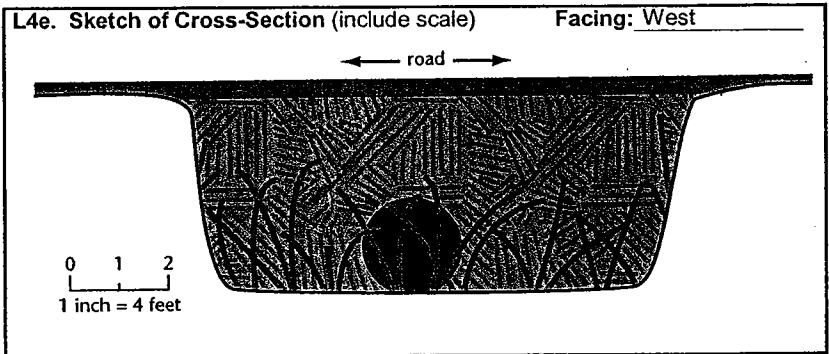
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)  
The resource at this location is an earthen ditch. The ditch is crossed at this point by a dirt driveway, which permits access to the cultivated field north of Davis Road. Water is carried under the drive by a wood culvert pipe. The pipe is not wood stave, and measures 2 feet in diameter.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width 10 feet  
b. Bottom Width 8 feet  
c. Height or Depth 4.5 feet deep  
d. Length of Segment Point A-Point B: 1,300 feet

L5. Associated Resources:

An unnamed earthen ditch, LNWI-C-6 (see Jones & Stokes 2002).



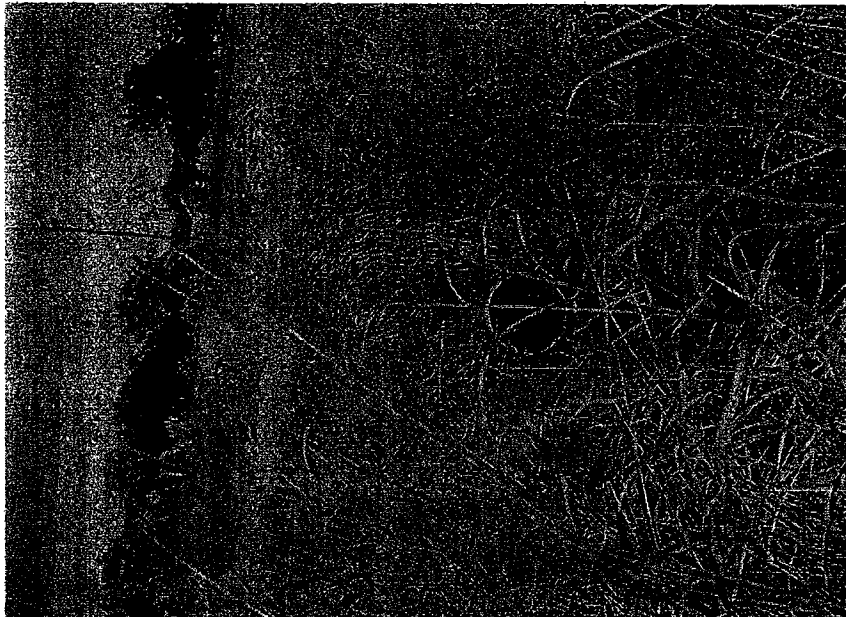
Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The resource is surrounded by agricultural fields, the Sacramento River levee, the Sacramento Northern Railroad, and semi-rural residential properties.

L7. Integrity Considerations:

Overall integrity of the resource appears to be good.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing  
(View, scale, etc.)

L9. Remarks:

Jones & Stokes. 2002. *Inventory and Evaluation Report of Cultural Resources for the Proposed Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California.*

L10. Form Prepared by: (Name, affiliation, and address)

Gabriel Roark. Jones & Stokes. 2600 V Street  
Sacramento, CA 95818

L11. Date: 11/18/2002

Page 5 of 6 \*Resource Name or #: (Assigned by Recorder) LNWI-C-8

Historic And/or Common Name: Unknown

Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation Designation: Point C

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)  
See P2 on the Primary Record for location data.

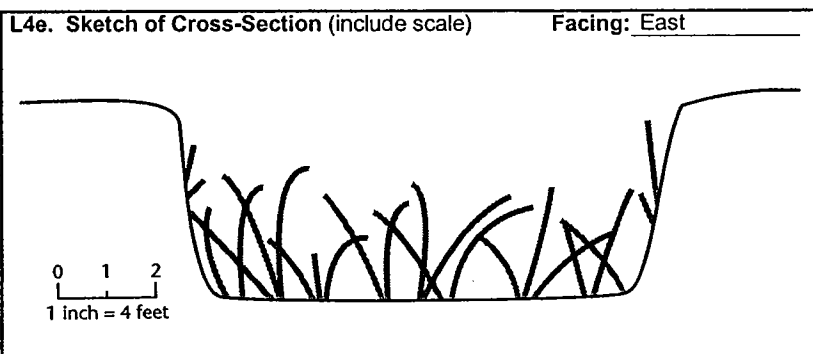
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)  
The resource at this location is an earthen ditch.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width 10 feet  
b. Bottom Width 8 feet  
c. Height or Depth 4.5 feet deep  
d. Length of Segment Point B-Point C: 2,300 feet

L5. Associated Resources:

An unnamed earthen ditch, LNWI-C-6 (see Jones & Stokes 2002).



Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The resource is surrounded by agricultural fields, the Sacramento River levee, the Sacramento Northern Railroad, and semi-rural residential properties.

L7. Integrity Considerations:

Overall integrity of the resource appears to be good.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing  
(View, scale, etc.)

L9. Remarks:

Jones & Stokes. 2002. *Inventory and Evaluation Report of Cultural Resources for the Proposed Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California.*

L10. Form Prepared by: (Name, affiliation, and address)

Gabriel Roark. Jones & Stokes. 2600 V Street  
Sacramento, CA 95818

L11. Date: 11/18/2002

# LOCATION MAP

Primary #

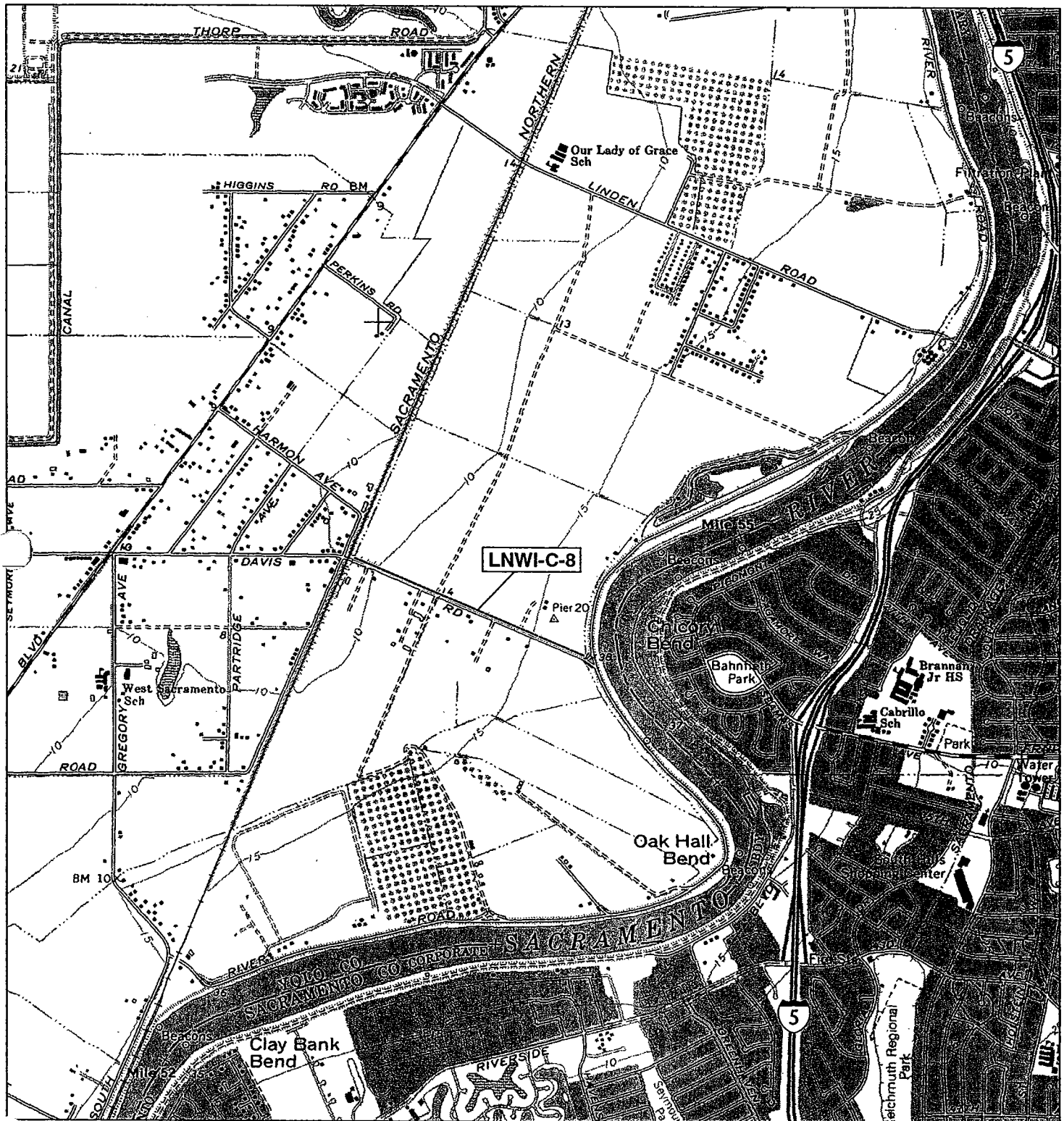
HFI #

Triennial

of \*Resource Name or #: **LNWI-C-8**  
\*Map Name: **Sacramento West, California**

\*Scale: **1:24,000 (1"=2,000')**

\*Date of Map: **1980**



0 1,000 2,000 3,000 4,000 5,000

feet  
Scale = 1:24,000

Base map: USGS 7.5'-series Sacramento West,  
California, quadrangle (1967, PR 1980)



## **Appendix C. Previous Agency Correspondence**



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO  
CORPS OF ENGINEERS  
1325 J STREET  
SACRAMENTO, CALIFORNIA 95814-2922

July 15, 2004

Regulatory Branch (200100495)

Milford W. Donaldson  
State Historic Preservation Officer  
Office of Historic Preservation  
California State Department of Parks and  
Recreation  
P. O. Box 942896  
Sacramento, California 94296-0001

Dear Mr. Donaldson:

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and all applicable regulations, we are requesting your review and comment on the proposed Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California. The project would affect waters of the United States, therefore, the project proponent must meet requirements of the Clean Water Act.

Sacramento County Regional County Sanitation District (SRCSD) wants to augment wastewater flow to address increasing population needs in Sacramento and Yolo Counties. Approximately 20 miles of pipeline would be constructed for this purpose. Attendant features would include two new pump stations, surge tanks, transition structures, valve structures, temporary and permanent access roads, additional powerlines and substations, and other smaller elements. The 60 to 66 inch diameter pipelines would begin at the existing Natomas Pump Station in northwestern Sacramento County and end at the Sacramento Regional Wastewater Treatment Plant in southern Sacramento County. It would be placed under the Sacramento River in two locations, under the Barge Canal, Babel Slough, Morrison Creek and Laguna Creek.

An intensive cultural resources inventory and archival search of the proposed project was conducted by archeologists affiliated with Jones & Stokes, Inc. A copy of the report "Cultural Resources Inventory and Evaluation Report for the Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California" (April 2003) is enclosed for your examination. A map of the alignment is included in the report.

The Area of Potential Effect is our permit area, which is the entire temporary construction easement of the preferred alignment. This alignment, which varies from 24 to 73 meters in width, is shown in detail on the enclosed aerial photographs included in the enclosed folio "Environmental Conditions, April 2004". Construction of all project features would be within the construction easement.

Fifteen cultural resources including ditches, canals, the River City High School, segments of the Sacramento Northern Railroad, a segment of the Walnut Grove Branch of the Southern Pacific Railroad, and a road, lie within our APE. A listing of the properties is included below and the properties are also shown on the folio referenced above.

Property	Sheet Number in Aerial Folio
1. RD 2022/unnamed ditch	3A-4
2. Walnut Grove Branch, Southern Pacific RR	11A-C
3. RD 307/LNWI-C-3, ditch segment	16-18
4. Sacramento Northern RR segment/LNWI-C-1 (2 locations)	21-31, 35-46B
5. RD 307/LNWI-C-2, ditch segment	21
6. RD900/LNWI-C-6, earthen ditch segment	40A-44
7. RD900/LNWI-C-8, earthen ditch segment	40A-B
8. Arlington Road	46B
9. Sacramento Northern RR, spur segment LNWI-C-5	49
10. River City High School (1100 Clarendon St.)	51, 52A
11. RD 900 Main Drainage Canal	49-56
12. RD 1000/LNWI-C-4; gunite-lined ditch	61B
13. RD 1000/LNWI-C-7; earthen ditch	67-69
14. RD 1000/Natomas Main Drainage Canal	70
15. RD 1000/East Drainage Canal	70-72

#### Determination of Eligibility

Through previous studies, your staff have concurred on the eligibility or ineligibility of seven resources to the National Register of Historic Places. These are: the Walnut grove Branch of the Southern Pacific Railroad (eligible); both secondary ditches in RD 1000 (eligible), the Natomas Main Drainage Canal and the East Drainage Canal (eligible), Arlington Road (ineligible), and the railroad spur segment of the Sacramento Northern Railroad noted as LNWI-C-5 (ineligible).

The consultant has prepared an evaluation of the eligibility of the remaining resources within the APE and has determined that these properties do not meet any of the criteria. To summarize, none of the resources have association with persons or events important to our history nor do they appear to be important examples of agricultural irrigation. They do not contribute to a larger historic district. These resources are: RD 2022, earthen ditch; RD307-C-3, earthen ditch; RD307-C-2, earthen ditch; RD900-C-6, earthen ditch; RD900-C-8, earthen ditch; and RD900, main drainage canal.

LNWI-C-1 consists of two separate segments of the electric interurban Sacramento Northern Railroad. Although the railroad did play an important part in the history of the development of West Sacramento, the segments in question have been subjected to replacement of ties, ballast, and lack the third rail characteristic of electric rail lines. In addition, recently built residences obscure the setting. Both segments lack integrity of materials and setting and, therefore, do not qualify for eligibility to the NRHP.

River City High School, which has seen many modifications since its completion in 1952, does not meet any of the criteria. It is not historically or architecturally significant nor it is not associated with persons important in our history. It is not eligible for inclusion in the NRHP.

#### Determination of Effect

Four resources are contributing elements to the RD1000 Rural Historic Landscape District. These include LNWI-C-4, LNWI-C-7, the Natomas Main Drainage Canal, and the East Drainage Canal. Mitigation was completed in 1997 by the consulting firm of Peak & Associates, Inc. and consisted of recordation according to Historic American Engineering Records standards. LNWI-C-4, the Natomas Main Drainage Canal, and the East Drainage Canal will not be impacted by project construction as the pipeline will be installed by tunneling under the ditches. LNWI-C-7 will not be affected because the interceptor pipeline will be constructed parallel to the ditch.

The Walnut Grove Branch of the Southern Pacific Railroad will not be affected because the interceptor pipeline will be constructed by tunneling under the Sacramento River and adjacent levees, including the railroad segment which lies on top of the Sacramento River levee on the Sacramento County side of the river.

We have concluded that there will be no effect to historic properties within our APE.

#### Native American Consultation

The consultant has contacted the Native American Heritage Commission for any listing of sacred sites or traditional cultural properties. Native Americans of the local community were contacted by letter and by telephone. Four replies were received and these are documented in the inventory report. Three had no specific knowledge of archeological sites, three offered opinions regarding the potential for sites. Mr. Randy Yonemura is concerned that CA-SAC-164, a buried site recorded on the eastern edge of the Sacramento River (see Figure 5 of the inventory report) would be impacted by the proposed project. However, backhoe trenching by Peak & Associates, Inc. for a residential project located between the LNWI temporary construction easement (our APE) and the Garden Highway levee did not reveal any cultural deposits. Core testing done Tremaine & Associates and by others also proved negative. A summary of the Tremaine & Associates work is presented in the inventory report. The LNWI project applicants have nevertheless offered to have the area monitored by both archeological and Native

American monitors to address the concerns of Mr. Yonemura. We do not consider the site or the potential for a buried part of the site to be within our APE, since it is a substantial distance from the site and all evidence to date has proven negative.

#### Treatment

Since the project does involve some natural stream crossings, albeit by tunneling, and since these areas can be considered sensitive for archeological sites, a treatment plan has been developed by the consultants. A copy of the "Cultural Resources Treatment Plan for the Lower Northwest Interceptor Project, Sacramento and Yolo Counties, California" (June 2004) is also enclosed for your examination. This report identifies the protocol that will be followed for areas that may be considered as archeologically sensitive. It offers measures for workforce training, monitoring by archeologists and Native Americans, and procedures for inadvertent discoveries under Section 106.

The measures identified in the report would become a condition of the permit. We look forward to your comments on this proposed project.

Please refer to identification number 200100495 in any correspondence concerning this project. If you have any questions, please contact Michael Finan at our Delta Office, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email [Michael.C.Finan@usace.army.mil](mailto:Michael.C.Finan@usace.army.mil), telephone 916-557-5324, or Patti Johnson, Archeologist, at (916) 557-6611. You may also use the Regulatory Permits link on our website: [www.spk.usace.army.mil](http://www.spk.usace.army.mil).

Sincerely,

ORIGINAL SIGNED

Michael S. Jewell  
Chief, Central California/Nevada  
Section

Enclosure(s)

Copy furnished without enclosure(s):

Joel Nonnweiler, Sacramento Regional County Sanitation District, 10545 Armstrong Avenue, Suite 101, Sacramento, California 95655-4153  
✓ Sam Garcia, Jones and Stokes, Jones and Stokes, 2600 V Street, Sacramento, California 95818-1914



**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov



20 August 2004

In Reply Refer To  
COE040721A

Michael S. Jewell  
Chief, Central California/Nevada Section  
U. S. Army Engineer District, Sacramento  
Corps of Engineers  
Department of the Army  
1325 J Street  
Sacramento, California 95814-2922

ATTENTION: Regulatory Branch (200100495)

SUBJECT: SECTION 106 CONSULTATION ON THE **LOWER NORTHWEST INTERCEPTOR PROJECT**, SACRAMENTO AND YOLO COUNTIES, CALIFORNIA

Dear Mr. Jewell,

This letter proposes to conclude consultation among the United States Army Corps of Engineers (Corps), the Sacramento Regional County Sanitation District (Applicant), and the California State Historic Preservation Officer on the character of the subject undertaking's potential effects on historic properties. I continue the consultation here pursuant to 36 CFR part 800, regulations that implement Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, and pursuant to other applicable regulations.

On the basis of meetings among the Corps, the Applicant, the Applicant's consultants (Walter Yep, Inc., and Jones & Stokes), and my representatives on 11, 12, and 17 August 2004, I would concur in the Corps' finding, pursuant to 36 CFR § 800.5(b), that the undertaking will not adversely affect historic properties if the Corps implements the following conditions:

- 1) The Corps shall, in consultation with the Applicant, myself, and any other consulting parties, direct the Applicant to develop and execute a plan to monitor construction of the entire Lower Northwest Interceptor system (System). The plan shall include provisions for screening a sediment column every 100 m along the System's alignment to search for cultural materials such as artifacts and ecofacts that may not be readily visible from a distance. The sediment column at each sampling locale shall represent the complete complement of strata that construction of the undertaking truncates at each locale.
- 2) The Corps shall, in consultation with the Applicant, myself, and any other consulting parties, direct the Applicant to develop and execute a plan, pursuant to 36 CFR § 800.13(a)(2), to resolve any adverse effects that implementation of the undertaking may have on National Register of Historic Places-eligible archaeological deposits that the permittee discovers. The plan shall include provisions that require a professional geoarchaeologist to thoroughly record a stratigraphic profile at the location of each discovery of buried archaeological deposits. Such recordation shall, at a minimum, capture the complete complement of strata that construction of the undertaking truncates at a discovery locale, including the strata immediately above and below the subject buried archaeological deposits, and shall also include, in the absence of other locally viable chronometric techniques, radiocarbon assays of soil humate samples from each stratum of a profile.
- 3) The Corps shall ensure that the foregoing conditions are included as conditions to any Clean Water Act Section 404 permit that the Corps may issue for the subject undertaking.

Acceptance and implementation by the Corps of the conditions set forth above shall evidence my conclusive concurrence in the Corps' finding that this undertaking will have no adverse effects on historic properties. The Corps may indicate its acceptance of and its agreement to implement these conditions by executing the signature block below and returning a copy of this letter to me for my files.

Please direct any questions you may have about this consultation to Hans Kreutzberg and Mike McGuirt of my staff.

Sincerely,



Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

ACCEPTED:

\_\_\_\_\_  
U.S. Army Engineer District, Sacramento District

\_\_\_\_\_  
Date

## **Appendix D. Native American Correspondence**

# Peter M. Jensen

*Archaeological • Historical • Cultural Resource Management Studies*

P.O. Box 194 • Durham, CA 95938-0194 • (530) 345-9515 • FAX (530) 345-0651 • p1m2j3@aol.com  
545 Ocean View Drive • Hilo, HI 96720 • (808) 935-7551

January 20, 2004

## **Cortina Band of Indians**

*Attn: Blaine Patterson, Chair*

P.O. Box 1630

Williams, CA 95987

**Subject:** *Sierra Railroad Right-of-Way Acquisition Project, Yolo County.*

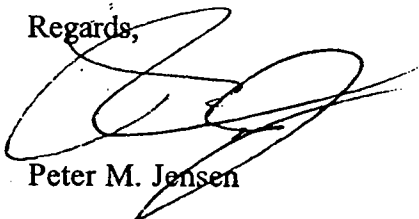
Dear Mr. Patterson:

Enclosed are two maps based on the USGS West Sacramento and Clarksburg, California quads. These sheets show a linear corridor of 11 miles in length and about 400 feet in width – the alignment for a portion of the Sierra Railroad. This linear corridor is to be acquired by the City of West Sacramento, and then cleared and converted to a trail under the Rails to Trails cooperative program among States and the Federal Government. The north end of the linear corridor begins at the intersection of Jefferson Blvd. and South River Road (within the City of West Sacramento), and proceeds south for 11 miles to Willow Point Road near the unincorporated community of Clarksburg.

We have been requested to conduct the archaeological survey for this project, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared.

If you have any questions, please don't hesitate to call me at (530) 345-9515.

Regards,



Peter M. Jensen

Encl.: Maps (2 sheets) showing an eleven 11 mile segment of Sierra Railroad to be acquired by the City of West Sacramento, Yolo County, California.

# Peter M. Jensen

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*Archaeological • Historical • Cultural Resource Management Studies*

P.O. Box 194 • Durham, CA 95938-0194 • (530) 345-9515 • FAX (530) 345-0651 • p1m2j3@aol.com  
545 Ocean View Drive • Hilo, HI 96720 • (808) 935-7551

January 20, 2004

## Wintu Environmental Protection Agency

*Attn: Cultural Review*

P.O. Box 1839

Williams, CA 95987

**Subject:** *Sierra Railroad Right-of-Way Acquisition Project, Yolo County.*

Dear Agency Membership:

Enclosed are two maps based on the USGS West Sacramento and Clarksburg, California quads. These sheets show a linear corridor of 11 miles in length and about 400 feet in width – the alignment for a portion of the Sierra Railroad. This linear corridor is to be acquired by the City of West Sacramento, and then cleared and converted to a trail under the Rails to Trails cooperative program among States and the Federal Government. The north end of the linear corridor begins at the intersection of Jefferson Blvd. and South River Road (within the City of West Sacramento), and proceeds south for 11 miles to Willow Point Road near the unincorporated community of Clarksburg.

We have been requested to conduct the archaeological survey for this project, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared.

If you have any questions, please don't hesitate to call me at (530) 345-9515.

Regards,



Peter M. Jensen

Encl.: Maps (2 sheets) showing an eleven 11 mile segment of Sierra Railroad to be acquired by the City of West Sacramento, Yolo County, California.

# Peter M. Jensen

*Archaeological • Historical • Cultural Resource Management Studies*

P.O. Box 194 • Durham, CA 95938-0194 • (530) 345-9515 • FAX (530) 345-0651 • p1m2j3@aol.com  
545 Ocean View Drive • Hilo, HI 96720 • (808) 935-7551

January 20, 2004

## **Rumsey Rancheria of Wintu**

*Attn: Paula Lorenzo, Chair*

P.O. Box 18

Brooks, CA 95606

***Subject: Sierra Railroad Right-of-Way Acquisition Project, Yolo County.***

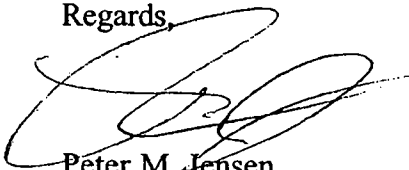
Dear Ms. Lorenzo:

Enclosed are two maps based on the USGS West Sacramento and Clarksburg, California quads. These sheets show a linear corridor of 11 miles in length and about 400 feet in width – the alignment for a portion of the Sierra Railroad. This linear corridor is to be acquired by the City of West Sacramento, and then cleared and converted to a trail under the Rails to Trails cooperative program among States and the Federal Government. The north end of the linear corridor begins at the intersection of Jefferson Blvd. and South River Road (within the City of West Sacramento), and proceeds south for 11 miles to Willow Point Road near the unincorporated community of Clarksburg.

We have been requested to conduct the archaeological survey for this project, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared.

If you have any questions, please don't hesitate to call me at (530) 345-9515.

Regards,



Peter M. Jensen

Encl.: Maps (2 sheets) showing an eleven 11 mile segment of Sierra Railroad to be acquired by the City of West Sacramento, Yolo County, California.

# Peter M. Jensen

*Archaeological • Historical • Cultural Resource Management Studies*

P.O. Box 194 • Durham, CA 95938-0194 • (530) 345-9515 • FAX (530) 345-0651 • p1m2j3@aol.com  
545 Ocean View Drive • Hilo, HI 96720 • (808) 935-7551

January 14, 2004

## **Native American Heritage Commission**

*Attn.: Ms. Debbie Treadway*  
915 Capitol Mall, Room 364  
Sacramento, California 95814  
Fax: (916) 657-5390

***Subject: Sierra Railroad Acquisition, City of West Sacramento.***

Dear Debbie:

On January 6 I requested a search of your Sacred Land files for the above-referenced project. The County reference included both Sacramento and Yolo Counties. This was incorrect. The project is located wholly within Yolo County.

Per our telephone conversation this morning, could you please fax a Yolo County consultation list, rather than a combined Sacramento/Yolo County list.

Thanks in advance for your help.

**Project Name:** Sierra Railroad Acquisition, 11-mile Corridor.  
**County:** Yolo.  
**Map:** T8N, R4E, Unsectioned, USGS Sacramento West, 7.5.  
T7N, R4E, Sections 5, 8, 9, 16, 21 & 28, USGS Clarksburg, 7.5'  
**Location:** From Jefferson BLV/South River Road intersection (City of West Sacramento), southward to Willow Point Road near the unincorporated community of Clarksburg.

Regards,

  
Peter M. Jensen

# Peter M. Jensen

*Archaeological • Historical • Cultural Resource Management Studies*

P.O. Box 194 • Durham, CA 95938-0194 • (530) 345-9515 • FAX (530) 345-0651 • p1m2j3@aol.com  
545 Ocean View Drive • Hilo, HI 96720 • (808) 935-7551

October 6, 2003

## California State Railroad Museum

Attn.: Mr. Walter P. Gray, III, Director  
111 I Street  
Sacramento, California 95814

**Subject:** *City of West Sacramento's Proposed Sierra Railroad Acquisition Project,  
Yolo County, California.*

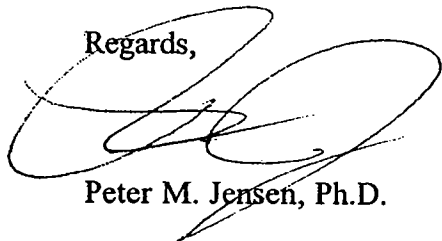
Dear Director:

Enclosed are USGS topo-based maps showing the location for a project involving an 11-mile segment of the Sierra Railroad, between Sacramento and Clarksburg. The City of West Sacramento proposes to acquire, and then convert all or a portion of the original right-of-way (ave. 400 ft in width) to trails and other features.

In June of 2001, Jones and Stokes contacted you regarding a portion of this same corridor in conjunction with their study for the proposed Lower Northwest Interceptor Project in Sacramento and Yolo Counties. Mr. Stephen Drew of the Museum responded to Jones and Stokes on June 26<sup>th</sup>, providing an information sheet on your Library relevant to the Southern Pacific in the vicinity of Freeport. Jones and Stokes concluded that the segment of Sierra Railroad (Sacramento Northern) to be affected by the project was potentially significant for its association with early agriculture and other activities in the Valley, but that modifications to the existing track system since original construction (removal of the third rail and complete rebuilds over the years) eliminated essential integrity and reduced importance to the level that exhibition and/or preservation were not warranted.

If the Museum has any additional information or concerns regarding this 11-mile segment of rail line or other historic features along the 11-mi route, please don't hesitate to contact me at the Durham address above, or by phone at (530) 345-9515.

Regards,



Peter M. Jensen, Ph.D.

Encl.: Map (2 sheets) for proposed Sierra Railroad Acquisition Project, 11 mile corridor.



## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5380  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)



January 21, 2004

Peter M Jensen  
PO Box 194  
Durham, CA 95938

Sent by Fax: 530-345-0651  
Number of Pages: 2

RE: Proposed Sierra Railroad Acquisition, Yolo County.

Dear Mr. Jensen:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

  
Debbie Pilas-Treadway  
Environmental Specialist III